

READY FOR THE BIG REGATTA

FIVE CREWS WILL FIGHT FOR VARSITY HONORS.

Racing Starts Tomorrow. Columbia Has Best Crew in Years and Will Fight Hard With Cornell and Pennsylvania.

POUGHKEEPSIE, N. Y., June 26. What is expected to be the greatest regatta ever held on the Poughkeepsie-Hudson river will take place to-morrow afternoon when five varsity crews trained to the minute will back up to the starting line at Krum Elbow. For six months there has been incessant work in five colleges and the end will be to-morrow. Cornell, Columbia, Pennsylvania, Wisconsin and Syracuse are the crews that will fight it out from Krum Elbow to Yellow Point and five better trained crews have never caught the water of the Hudson.

There was the quietest of rowing to-day, but every crew was out both in the morning and afternoon. Racing starts constituted the main part of the practice all around and at the end there was some very wild rowing, rowing cool for muscles that might become stiff because of a sudden break in the long siege of training. Cornell, Columbia and Pennsylvania, the favorites for the big race of the day, have made practice, and Syracuse and Wisconsin went over the greater part of the course.

The advance guard of the crowd is pouring in on every train, and automobiles belched out along the post road in their efforts to get to town before the available supply of rooms was exhausted. The Nelson and Morgan houses, Poughkeepsie's old standing in the hotel line, were swamped long before 6 o'clock, and late comers by the hundreds were shunted off to nearby rooming and boarding houses, where the landladies resented their customary harvest.

Very few college colors were to be seen in the crowd, but the streets are choked with youngsters scarcely out of college, selling their favorite colors from a nickel to a quarter a throw. Late in the evening a mud-stained and travel-besmeared automobile came over on the ferry from Hudsonland. It came all the way from Madison, Wis., the home city of the Hadger crew, and contained a party of three loyal adherents of the Cardinal. The party left Madison six days ago.

The river too is gradually changing its wonted appearance as pleasure craft from all streams to mighty yachts swing up the current and either put in at the public wharf or drop anchor in the channel. The revenue cutters Seneca, Manhattan, Calumet and Guide and the revenue cutter, which will be used by the stewards as the official boat to-morrow, came up late in the evening. The revenue officers say that the course will be followed this year as it has never been followed before. Nothing will be allowed to be put on board, except the usual rowing gear, and all launches will be kept in the water where the wash will do the damage.

The feature of to-day's practice was an unusual incident in the Wisconsin varsity eight when, about the middle of the race, a crab and before any one else knew what had happened he had been heaved forcibly out of the boat. The other crews had racing starts before both times out. The Cornell eight went downstream and carried the flag in a rough, some fast, sprint in the morning. He changed tactics in the afternoon to get advantage of the tide and went up and down the river, and the Wisconsin crew used a pistol in the afternoon when he sent the Pennsylvania crew to the starting line and then rowed them back to the boat house in easy stages. Jim Rice left Columbia last night for the regatta, and time at racing starts and Ten Eyck followed the same procedure with the Syracuse eight, excepting that he did not row over three miles of the course at a 32 clip this afternoon. The crews are exactly the same as last year, and the conditions of the lack of it has been heard from any of the quarters except the Hadgers.

It is the belief of old oarsmen who have already gathered for the regatta that the varsity race will be the best ever seen on the Hudson. The crews are the best ever come from Morningside Heights, and the stroke, Downing, is held without a peer in the world. In its career, the Cornell crew has borne out that theory. Ever since Rice has been at the helm at Columbia, the Cornell crew has been the best on the river, but form has not always counted, and although the Cornell crew has been the best on the river, it has never been able to land a victory. But there is a difference in feeling at the regatta, for the Cornell crew is imbued with the conviction that they can beat the best on the river, for they are overconfident would not be the truth, but they are as optimistic a lot of men as ever stepped on a rowing boat.

Cornell, with its tradition of victories in the past, is of course the favorite. For Courtney has been the best oarsman who ever rowed in the world, and he has already shown this season by the decisive manner in which the Cornell crew has won the regatta. The Cornell crew has been the best on the river, but form has not always counted, and although the Cornell crew has been the best on the river, it has never been able to land a victory. But there is a difference in feeling at the regatta, for the Cornell crew is imbued with the conviction that they can beat the best on the river, for they are overconfident would not be the truth, but they are as optimistic a lot of men as ever stepped on a rowing boat.

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Syracuse is the dark horse in the regatta, for although the Cornell crew has been the best on the river, it has never been able to land a victory. But there is a difference in feeling at the regatta, for the Cornell crew is imbued with the conviction that they can beat the best on the river, for they are overconfident would not be the truth, but they are as optimistic a lot of men as ever stepped on a rowing boat.

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The first race of the day will be the four-oared contest. The crews are scheduled to be at the mark at 10 o'clock. Syracuse will have the inside position, rowing in lane No. 1, the Cornell crew the second shore of the river. Cornell has drawn No. 2, Wisconsin No. 3, Syracuse No. 4 and Pennsylvania No. 5. The tide will be just at the beginning of the ebb when the crews are started, and there should be little interference by the swirls and eddies of the bridge piers, although the closeness of the courses, as compared with other years, may make the scoring a little more difficult.

The freshmen race will be rowed at 11:15 o'clock and will be at two miles also, over the lower half of the regular course. Cornell has course No. 1, Columbia No. 2, Wisconsin No. 3, Syracuse No. 4 and Pennsylvania No. 5. The tide will be just at the beginning of the ebb when the crews are started, and there should be little interference by the swirls and eddies of the bridge piers, although the closeness of the courses, as compared with other years, may make the scoring a little more difficult.

The records of the varsity races are as follows:

Year	Winner	Second	Time
1906	Columbia	Cornell	21:25
1907	Cornell	Harvard	19:50
1908	Columbia	Yale	20:45
1909	Columbia	Cornell	20:47-48
1910	Pennsylvania	Cornell	15:51-52
1911	Pennsylvania	Wisconsin	15:41-42
1912	Columbia	Wisconsin	15:41-42
1913	Columbia	Wisconsin	15:41-42
1914	Columbia	Wisconsin	15:41-42
1915	Columbia	Wisconsin	15:41-42
1916	Columbia	Wisconsin	15:41-42
1917	Columbia	Wisconsin	15:41-42
1918	Columbia	Wisconsin	15:41-42
1919	Columbia	Wisconsin	15:41-42
1920	Columbia	Wisconsin	15:41-42

In 1907 Cornell defeated Yale and Harvard on June 25, and on July 2, Columbia and Pennsylvania.

The regatta of 1908 was rowed over the three mile course on Saratoga Lake. The record for the course was made by Cornell in 1901, when the varsity crew, coached by Harry Hays, won in 18 minutes 53 seconds.

Cornell also holds the records in the freshmen eight and four oared races. The record in the freshmen race is 9 minutes 7.3 seconds, made in 1904, and in the four-oared race, also made in 1909.

QUIET ON THE THAMES.

Heavy Fog Prevents Expected Tests of Yale and Harvard Crews.

GALES Ferry, Conn., June 26.—John Kennedy and Jim Wray, respective coaches for the Yale and Harvard rowing squads, were busy putting on finishing touches to-day. Four mile speed trials were looked for, especially by the Eli varsity eight, but the heavy fog that was in evidence all day evidently caused the tests to be postponed. There were no changes in any of the crews, with the exception of a shift in the Harvard freshman four oar. Clearly being tried out in Westbury's seat at No. 2.

Each is still holding his seat at how in the Harvard varsity shell and he claims the recent injury to his knee does not interfere with his work. All of Harvard's oarsmen had long stretches down the river for two and a half miles this afternoon. Yale's crew also had short practice on the upper half of the course, later going to Allyn Point, and then the varsity and freshmen had a lively brush for three boat lengths.

Yale's freshmen eight had a two mile trial this morning down stream with the tide and reeled of the distance in 10 minutes 24 seconds. Harvard's varsity eight also had a speed trial this morning, and pulling down stream with the tide for half a mile in 2 minutes 8 seconds.

GOLF.

Jennings of Richmond County Beats Kammer for Staten Island Title.

In the final round for the Staten Island golf title on the links of the Richmond County Country Club yesterday P. H. Jennings of the home club defeated A. F. Kammer, representing the New York City club, by a score of 18 to 17. This was the first time Jennings has appeared as a finalist in a Staten Island tournament, but Kammer is a former title holder.

There was rain in the early hours, but the showers did little more than make the greens a little heavy. In that condition the putting surfaces were ideal for a deadly short game and as there was an almost total absence of wind everything was conducive to low scoring. The heavy going evidently suited Kammer, who made a hole in one in the morning in 37, a stroke better than the best previous amateur record over the same distance. Against this fast pace, Kammer found himself a down at the turn.

The outward journey at Richmond County covered 17 holes, the first hole being a par 3, while the fifth, sixth and seventh holes represent an aggregate of 1,755 yards—practically a mile. Jennings made these for a total of sixteen strokes, halving one and winning the other two coming back in 17 holes. Kammer, who had a hole in one at the tenth hole where he topped his drive, Kammer would have had an excellent chance to win the title, but he was out of the hole in the ditch. Although the hole was a 7, the hole was a 7, and he was out of the hole in the ditch. Although the hole was a 7, the hole was a 7, and he was out of the hole in the ditch.

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AMONG THE AUTOMOBILISTS

Premier Company Drops Its Case Against A. A.

Court End of Controversy Over Glidden Tour of 1910 Ended by Withdrawal of Complainants—Route to Poughkeepsie for Boat Races—Other Notes.

An event of importance in the world of motor contests yesterday was the winding up of the suit of H. O. Smith and the Premier Manufacturing Company against the contest board of the A. A. A. and the Chalmers Motor Company. As the Premier company expressed a willingness to have the suit dismissed, and the order taking this step was entered by Justice Marean in the Supreme Court in Brooklyn, it is inferred that the Glidden trophy in 1910 therefore is over.

If Mr. Smith is in a frame of mind to arrange terms further with the A. A. A. it is likely the sentence of suspension against him and his cars will be raised and comparative peace will reign in the world of motor contests. It may be, even, that there will be a Glidden in 1911.

A Premier car, driven by Ray F. McNamara, won the Glidden tour in 1910. That is to say the car made the best combined road and technical score, and Allen H. Whiting, the referee, awarded the trophy to the Premier. The Chalmers company, whose car had finished second, protested, alleging that an auxiliary oil tank and pump used in the Premier car was not stock equipment.

The specification blanks for the Premier, submitted before the run, were such as to show to the technical committee that it was stock, and Whiting ruled that no protest on this score after the starting of the run was valid. This ruling the contest board of the A. A. A. later upped, alleging that the oil pump was not stock and could not be shown to be stock, and the Glidden trophy was given to the Chalmers.

Just July Mr. Smith, president of the Premier company, through Sidney S. Gorham of Chicago and George C. Lay of New York, asked for and obtained from Justice Kelly in the Supreme Court a preliminary injunction "enjoining and restraining the A. A. A. and the Chalmers Motor Company and members of its contest board from delivering and the Chalmers Motor Company and George W. Dunham from receiving the Glidden trophy upon the grounds that the members of the contest board who reversed the decision of the referee awarding the trophy to the Premier company acted without jurisdiction, wrongfully and illegally and in violation of the rules governing the contest for the trophy showed partiality in favor of the Chalmers company and violated the trust imposed upon the association by the terms of the deed of gift of the trophy from Charles J. Glidden, the donor."

This preliminary injunction was granted on July 23. Three days after the contest board met and suspended Smith and his company from competition. Ever since then there has been argument on the questions involved in the case. Charles T. Terry, head of the legislative committee of the A. A. A., confessed its loss and sought the victory for the body in control of sport.

The general opinion among motorists was that Smith was ill advised in beginning a lawsuit, especially as he was unable to show that the A. A. A. and the Chalmers company had violated the trust imposed upon the association by the terms of the deed of gift of the trophy from Charles J. Glidden, the donor.

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